



CIVIL AVIATION AUTHORITY CZECH REPUBLIC

TECHNICAL AND AERONAUTICAL OPERATIONS DIVISION

AIRWORTHINESS DIRECTIVE

Number: CAA-AD-10-001/2026

Date of issue: October 15, 2026

Manufacturers: LET n.p. Kunovice
ORLIČAN n.p. Choceň

Typ: LG 425 „Šohaj 3“

ATA 27-21 – FLIGHT CONTROLS – RUDDER – CONTROL CABLES

Applicability: all gliders manufactured as type LG 425 “Šohaj 3” currently operated in the Special Category of Airworthiness.

Reason: During flight, the rudder control cable fractured on one glider in service. The fracture occurred immediately downstream of the cable’s passage over the pulley mounted on the second bulkhead in the cockpit, beneath the floor, and just aft of the swaged eye attaching the cable to the rudder pedal. See *Fig. 1*. As a result, complete loss of directional control by means of the rudder pedals occurred.



Fig.1 – Fractured rudder control cable

Effective date: October 31, 2026.

Compliance Time(s):

1. Once, at the next annual inspection, but no later than 28 February 2027.
2. Thereafter, at 200-flight-hour intervals, starting from completion of the one-time inspection.

Required Action(s):

- A. The rudder control cables shall be inspected by a person listed in the certifying staff roster of a maintenance organisation that includes the LG 425 glider in the National Annex to its Maintenance Approval and who also holds an authorisation for the periodic extension of the Certificate of Airworthiness (PPKB) specifically for the LG 425 glider.
- B. Inspection procedure:
 1. **Remove:**
 - a. the forward fuselage cover;
 - b. the faux-leather cover at fuselage bulkhead No. 1;

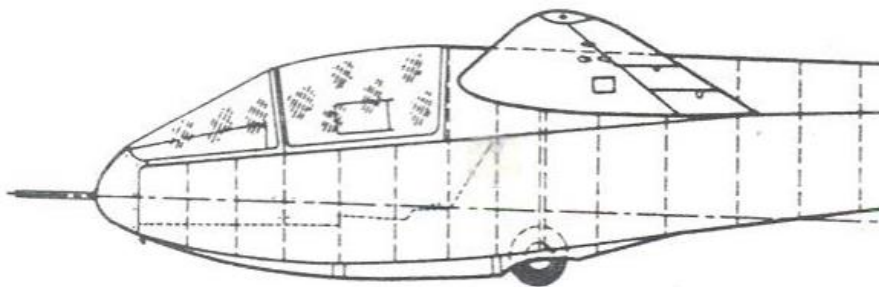


Fig. 2 – LG 425 glider bulkhead arrangement

- c. the forward section of the cockpit floor between bulkheads Nos. 1 and 2 (the section of floor forward of the rudder pedals);

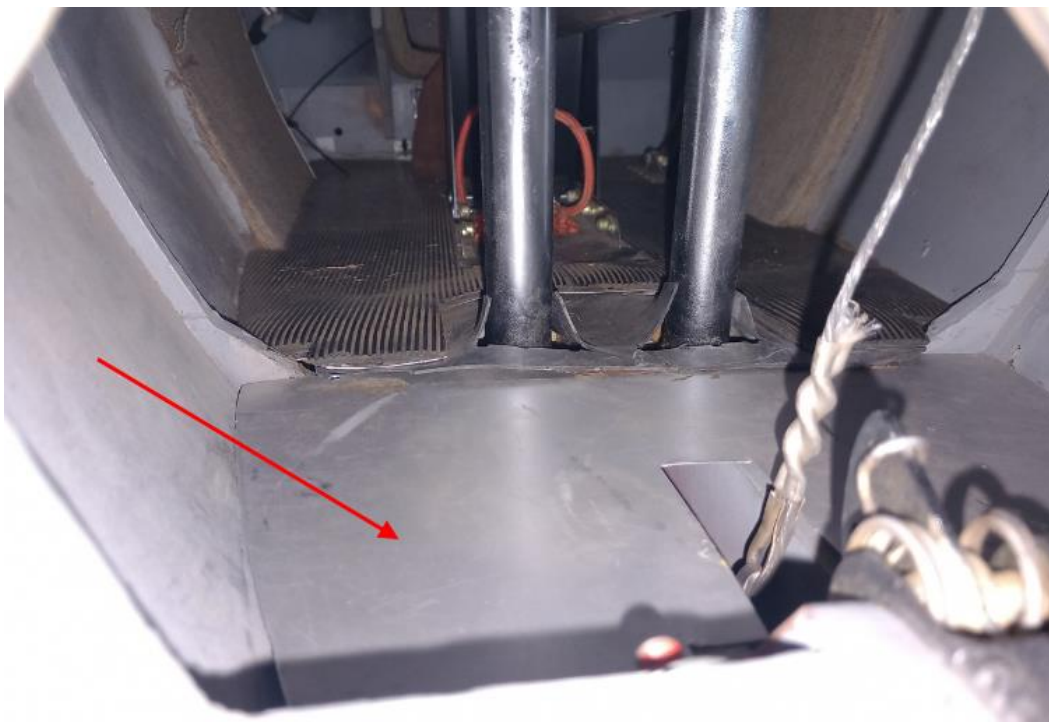


Fig. 3 – Forward section of the cockpit floor

- d. the aft section of the cockpit floor between bulkheads Nos. 2 and 3 (the section of floor aft of the rudder pedals);



Fig. 4 – Aft section of the cockpit floor

- e. the circular cover in the cockpit floor between bulkheads Nos. 3 and 4;



Fig. 5 – Circular cover in the cockpit floor between bulkheads Nos. 3 and 4

- f. the cover on the pilot's seat in the cockpit between bulkheads Nos. 6 and 7;
- g. the circular cover on the cockpit backrest



Fig. 6 – Covers on the pilot's seat and backrest

- h. the cover in the floor of the baggage compartment between bulkheads Nos. 7 and 8;



Fig. 7 – Cover in the baggage compartment

- i. the cover on bulkhead No. 9 in the baggage compartment;



Fig. 8 – Cover on bulkhead No. 9

2. **Inspect the condition and attachment of the pulleys** and check that they rotate freely:
- a. on the forward side of bulkhead No. 2 (access from the nose of the fuselage);



Fig. 9 – Rudder pedal control pulley on bulkhead No. 2

- b. on the aft side of bulkhead No. 3 (access through the circular inspection opening in the cockpit floor between bulkheads Nos. 3 and 4);



Fig. 10 – Mirror view of the pulley aft of bulkhead No. 3

- c. on the aft side of bulkhead No. 8 (access through the inspection opening in the baggage-compartment floor and then through the control-rod opening in bulkhead No. 8);



Fig. 11 – Mirror view of the pulley aft of bulkhead No. 8

- d. on the forward side of bulkhead No. 9 (access through the inspection opening in the baggage-compartment floor and then through the control-rod opening in bulkhead No. 8).
- 3. Inspect the condition of the rudder control cables** by visual and tactile inspection for broken wires and mechanical damage, particularly in the areas of the critical points, namely:
- a. areas around pulleys, guides and grommets, swaged sleeves, and terminal cable eyes;

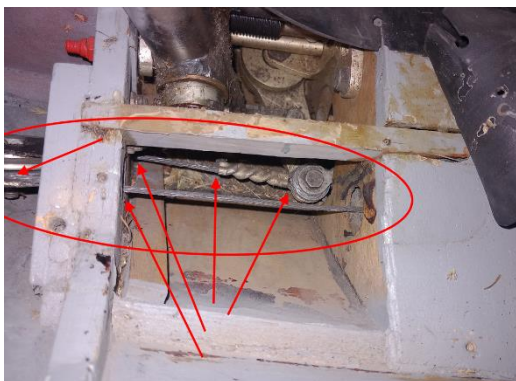


Fig. 12 – Inspection areas aft of bulkhead No. 2, shown as examples of areas that must be inspected

- b. the condition of the cables over a length of at least 30 mm from the swaged cable ends;
- c. the areas around the turnbuckles between bulkheads Nos. 6 and 8;

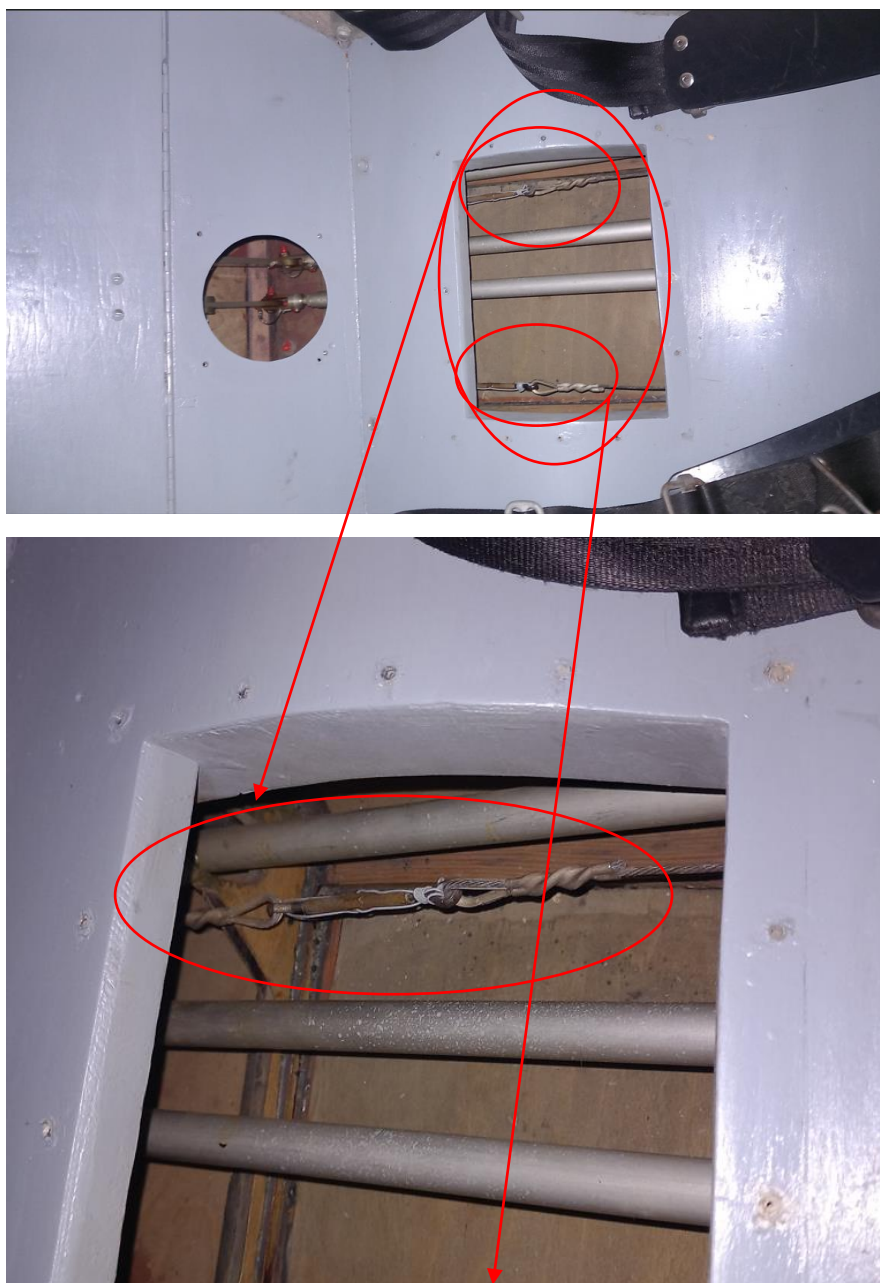


Fig. 13 – Inspection areas aft of bulkhead No. 2, shown as examples of areas that must be inspected

Note 1: No broken or protruding wire strands may be present in these critical areas.

Note 2: Because access to the pulleys at bulkheads Nos. 8 and 9 is limited, if in doubt, raise the glider, remove the landing gear wheel and wheel spat, and perform the inspection through the landing gear bay.

Note 3: If in doubt in areas that are difficult to access, use an endoscope for the inspection.

- 4. Inspect the cable terminal eyes** at the lower attachment point of the rudder control lever, and check that the eyes do not move or rotate relative to the cables and rotate freely on the pins in the rudder control lever.

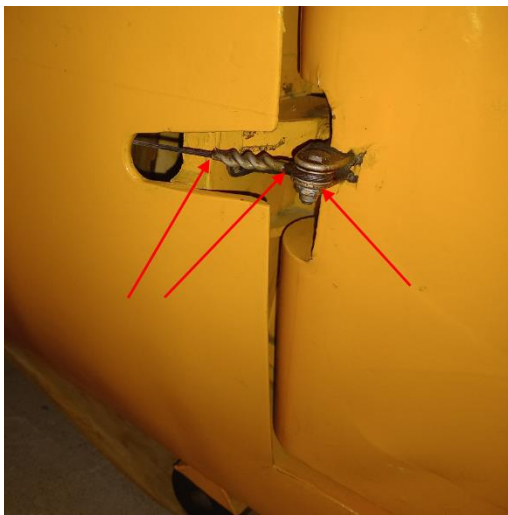


Fig. 14 – Inspection of the cable terminal eye and swaged fittings on the rudder control lever

5. Inspect the cables for corrosion.

- 6. Check the tension of the rudder control cables** using a cable tensiometer. The correct value is 10–15 kg.
- 7.** If the inspection results are satisfactory, reinstall the removed covers. If any damage is found to the control-system components specified in this AD, the authorised maintenance organisation shall carry out the necessary maintenance action(s) to restore the glider to an airworthy condition.
- 8.** The inspection required by this AD shall be recorded in the glider logbook in all cases, and the result shall be reported to the CAA CZ.

Note: Acceptable standards are provided in FAA AC 43-13B.

- C.** If any rudder control cable or other rudder-control component inspected in accordance with this AD is found to be damaged, the glider shall be considered unairworthy until the damaged component has been replaced or repaired and the glider has been restored to an airworthy condition.
- D.** The inspection report prepared in accordance with this AD shall be sent to:

CIVIL AVIATION AUTHORITY CZECH REPUBLIC
 Technical and Aeronautical Operations Division,
 OT-ML,
 Ing. Pavel Líška
 K letišti 1149/23
 161 00 Praha 6, nebo pavel.liska@caa.gov.cz
 Czech Republic

Remarks:

- The compliance of this AD must be recorded in Aircraft Logbook,
- The requirements of this AD must be integrated into Aircraft Technical Documentation.
- Any questions regarding this AD should be addressed to the CAA of the Czech Republic, Technical and Operations Division:
 Ing. Pavel Síba, product certification section head, pavel.siba@caa.gov.cz
 225 422 796, nebo
 Ing. Pavel Líška, small aircraft section, pavel.liska@caa.gov.cz
 225 421 737

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